

AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0023] with the following amended paragraph:

[0023] The injector body 4 of the fuel injection device 1 contains a pressure booster 11. The pressure booster 11 includes a working chamber labeled with the reference numeral 12, which can be acted on with highly pressurized fuel via an inlet 13 branching from the high-pressure line 3. The pressure booster 11 has a pressure booster piston 14 that has a first end 15 oriented toward the working chamber 12 and a second end 16 oriented toward a differential pressure chamber 17. At the second end 16, the pressure booster piston 14 rests against a return spring 18, which in turn rests against an annular surface inside the second housing part 9 of the injector body 4. The pressure booster piston 14 of the pressure booster 11 acts on a high-pressure chamber 19 contained in the lower region of the second housing part 9 **and defined, at least in part, by an end face 14a of the pressure booster piston 14.** When the end of the pressure booster piston 14 oriented toward the high-pressure chamber 19 travels inward, the fuel contained in this chamber is compressed even more as a function of the boosting ratio of the pressure booster 11, and flows into a control chamber 20 and into a nozzle chamber 23 contained in the injector housing 10 via a nozzle chamber inlet 22. The nozzle chamber 23 encloses the injection valve element 24 of the fuel injection device in a region in which a pressure shoulder is provided on the injection valve element 24. An annular gap extends from the nozzle chamber 23 to the end of the fuel injection device 1 oriented toward the combustion chamber. Via the annular gap, injection openings 25 at the combustion chamber end of the fuel injection device 1 are acted on with fuel. These injection openings are unblocked with a vertical movement of

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the injection valve element 24 so that highly pressurized fuel can be injected via the injection openings 25 into a combustion chamber 26 of an autoignition internal combustion engine.